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d) said fuselage having indentations along the wing side thereof, and lengthwise of the fuselage[[.]],
characterized in that fuselage and propulsion unit area
ruling is defined,

e) said wing leading edge having blunted
sharpness along substantially its entire length where the
bluntness at each spanwise station is about 1/2% to 3% of
the maximum airfoil thickness at said station bluntness
defined as h/t where h is the leading edge forward convexity
diameter, and t is said maximum airfoil thickness.